

§ 45.193 Towboat power requirements.

The towing vessel must meet the following requirements:

(a) *General.* The towing vessel must have adequate horsepower to handle the tow, but not less than the amount specified for the routes below.

(b) *Milwaukee and St. Joseph routes:* a minimum of 1,000 HP.

(c) *Muskegon route:* a minimum of 1,500 HP.

§ 45.195 Additional equipment requirements for the Muskegon route.

Towboats on the Muskegon route must meet these additional equipment requirements:

(a) *Communication equipment.* Two independent voice communication systems in operable condition, such as Very High Frequency (VHF) radio, radiotelephone, or cellular phone. At least two persons aboard the vessel must be capable of using the communication systems.

(b) *Cutting gear.* Equipment that can quickly cut the towline at the towing vessel. The cutting gear must be in operable condition and appropriate for the type of towline being used, such as wire, polypropylene, or nylon. At least two persons aboard the vessel must be capable of using the cutting gear.

§ 45.197 Operational plan requirements for the Muskegon route.

Towing vessels on the Muskegon route must have aboard an operational plan that is available for ready reference by the master. The plan must include the following:

(a) The cargo limitations, the general operational requirements, and the special operational requirements of this subpart.

(b) A list of mooring and docking facilities (with phone numbers) in St. Joseph, Holland, Grand Haven, and Muskegon, that can accommodate the tow.

(c) A list of towing firms (with phone numbers) that have the capability to render assistance to the tow, if required.

(d) Guidelines for possible emergency situations, such as barge handling under adverse weather conditions, and other emergency procedures.

APPENDIX A TO PART 45—LOAD LINE
CERTIFICATE FORM

GREAT LAKES LOAD LINE CERTIFICATE

No. _____

Issued under the authority of the Commandant, U.S. Coast Guard, United States of America, under the provisions of the Act of August 27, 1935, as amended to establish load lines on the Great Lakes of North America and the Load Line regulations in force on _____, 19____, By _____, duly authorized by the Commandant to issue said load line certificate.

Ship _____
Certificate No. _____
Official No. _____
Length (LBP) _____
Gross tonnage _____
Port of registry _____

Type of Ship:

TYPE "A"
TYPE "B"
TYPE "B" with increased freeboard

FREEBOARD FROM DECK LINE

Midsummer	MS
Summer	S
Intermediate	I
Winter	W

LOAD LINE

..... above S
Upper edge of line through center of diamond
below S
below S

Increase for salt water for all freeboards
_____ inches.

The upper edge of the deck line from which these freeboards are measured is _____ inches above or below the top of the _____ deck at side.

This is to certify that this ship has been surveyed and the freeboards and load lines shown above have been found to be correctly marked upon the vessel in manner and location as provided by the load line regulations of the Commandant, U.S. Coast Guard, applicable to the Great Lakes.

This certificate¹ remains in force until _____, Issued at _____ on the _____ day of _____, 19____.
(Here follows the signature, seal, if any, and the name of the authority issuing the certificate.)

NOTES

(1) In accordance with the Great Lakes Load Line Regulations the diamond and

¹Upon the expiration of the certificate, renewal must be obtained as provided by the Great Lakes Load Line Regulations and the certificate so endorsed.

lines must be permanently marked. The “MS” loadline shall be assigned only to those particular vessels that qualify under the regulations.

(2) The “SW” marks need only be assigned to Great Lakes vessels loading in salt water of the St. Lawrence River west of a straight line from Cap de Rosiers to West Point Anticosti Island, and west of a line along longitude 63 degrees west from Anticosti Island to the north shore of the St. Lawrence River. In such cases these limits shall be indicated on the certificate.

(3) The load line assignment given by this certificate necessarily assumes that the nature and stowage of cargo, ballast, etc., are such as to secure sufficient stability for the vessel. Accordingly, it is the owner’s responsibility to furnish the Master of the vessel with stability information and instructions when this is necessary to maintenance of sufficient stability.

(On the reverse side of the load line certificate, or on a separate sheet, attached and forming part of the certificate, provision is to be made for annual inspection and renewal endorsements.)

PART 46—SUBDIVISION LOAD LINES FOR PASSENGER VESSELS

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- 46.10–50 Drills and inspections.

- 46.10–55 Logbook entries.
- 46.10–60 Control.
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Subpart 46.15—Subdivision Load Lines for Passenger Vessels Engaged in Foreign, Coastwise, and Great Lakes Voyages

- 46.15–1 Procedure for determination of subdivision load line.
- 46.15–5 Engineering requirements.
- 46.15–10 Subdivision load lines.

AUTHORITY: 46 U.S.C. 3306; 46 U.S.C. 5101–5116; E.O. 12234, 3 CFR, 1980 Comp., p. 277; Department of Homeland Security Delegation No. 0170.1.

SOURCE: CGFR 65–50, 30 FR 16769, Dec. 30, 1965, unless otherwise noted.

Subpart 46.01—Purpose

§ 46.01–1 Purpose.

(a) The purpose of the regulations in this part is to set forth uniform minimum requirements applicable to passenger vessels required to have subdivision load lines. These requirements deal with the following:

- (1) Load line requirements applicable before a passenger vessel will be marked with and certificated as to subdivision load lines.
- (2) Assigning, marking, and recording of subdivision load lines.
- (3) Administration of subdivision load lines.
- (4) Application of requirements to passenger vessels.

§ 46.01–15 Application of regulations.

(a) The regulations in this part establish subdivision load lines required on passenger vessels engaged in foreign voyages, as well as on passenger vessels of 150 gross tons or over engaged in coastwise or Great Lakes voyages.

(b) When engaged in voyages subject to this part, no passenger vessel required to be marked with subdivision load lines shall depart from or arrive at any port or place under the jurisdiction of the United States, nor shall such United States vessel operate on the high seas nor the Great Lakes, unless such vessel has been marked with subdivision load lines in accordance with the regulations in this part, has on board a valid certificate certifying to